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Application No. 10/538,829
Amdt. dated October 12, 2009
Reply to Office Action May 11, 2009

Amendments to the Specification:

- KMO
6/3/10
1. On page ³4, please amend the first paragraph to:

The inventive mixed-use pedestrian-oriented parking structure comprises at least two parking parts or halves, each 90 to 115 feet in width and approximately 200 feet in length. A liner building that is a mixed-use structure, generally of 20 to 90 feet in depth, surrounds the two or more parts of the parking structure on one or more sides to provide conditions that induce large-scale walking behavior. Colors, smells, sounds, shapes, designs and tastes that attract and motivate people to walk forward in spaces that are interesting, useful, safe and comfortable are positioned at a ground level along streets or mixed-mode pedestrian-oriented corridors or on multi-level pedestrian corridors between or along the parts and elsewhere along the perimeter of other structures and coordinated with surrounding structures and needs of pedestrian movement to provide protection from the rain, sun, heat, cold, wind or snow. In a typical application, a pedestrian or mixed-mode corridor will be provided between the parts of the mixed-use linear liner building structure. In addition, ~~[[to]]~~ a pedestrian corridor of retail and other uses will bisect the major axis of the garage, between parts or halves, to provide an interior pedestrian corridor (a zaquan) that leads to a center courtyard and, thereafter, through a second half of the parking structure to the far side of the present mixed-use pedestrian-oriented parking complex.

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2. On page ⁵~~8~~, please amend the first paragraph to:

It is another object of the invention to enable usage of trees and other foliage materials to grow in the center of the mixed-use, pedestrian-oriented parking structure as well is at the interface of the parking element and the liner building and along the perimeter of the liner building.

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3. On page ⁸~~8~~, please amend the first paragraph to:

A multi-level parking garage of the mixed-use, pedestrian-oriented structure comprises multiple parts. More particularly, a first part, or entry garage, 200 (see Figs. 1 thru 4 of the structure) is used to enter the complex at entrance 213 and to the one-directional upward ramp ~~upwardly~~ 222 to second, third or higher floors thereof. A second part, or exit garage, 202 of the structure is used to exit through ~~one-directionally one-directional downward~~ ramp ~~downwardly~~ 219 and to depart the parking structure 216 at exit area 217. A vehicular cross-over 204, between portions 200 and 202, connects the complex, allowing for cars and delivery trucks 203 to move from the entry and upward ramp 222 portion of said ~~structure part~~ 200, to the downward ramp 219 and exit ~~areas~~ area 217 of such structure 202. The vehicular cross-over 204, typically at the third floor ~~[[204]]~~ (see Fig. 3), allows for a second floor mixed-use cross-over 208 to link said portions 200 and 202 and their respective liner buildings 210 and 212 into an overhead structure that protects pedestrians 205 from the sun, snow, heat, cold, wind

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and rain as they walk from one part to the other of the inventive mixed-use pedestrian-oriented parking structure at either a first level street crossing or mixed-mode corridor 206, or at said second level mixed-used crossover 208.

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4. On page ⁹10, please amend the ^{first}~~second~~ paragraph to:

Further shown in Fig. 1 is a buffer corridor 232 into which HVAC 233 and other environmental facilities may be placed ~~[[233]]~~. As shown in Fig. 2, Corridor pedestrian ground space 215 is a preferably ground level pedestrian-oriented corridor situated between parts 200 and 202 of the multi-level garage.

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5. On page ¹¹12, please amend the second paragraph to:

The present invention also provides for said parallel parking 227 along the outer edge of the parking deck 216, said angled parking 226 at the center, said central air/light well or atrium 228 along a center axis of a generally rectangle-shaped, very narrow, garage facility and, optionally, said air/light well or atrium 228 between the parking and liner building components of the mixed-use pedestrian-oriented parking structure. A one-directional driving corridor or parking access isle (see arrows of Fig. 1) thereby provides an opportunity to build a matched pair or more of garages with a third floor vehicular cross-over 204 to structurally integrate with a second floor mixed-use crossover 208 for retail, restaurant or mixed-use activities and to provide cover for mid-

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block, at grade ground pedestrian crossings and mixed-mode corridors ~~[[214]]~~ 215. The narrow width of the garage (approximately 90-115 feet) allows for structural columns 218 to be moved to the perimeter of the parking structure or within said air/light well or atrium 228 to thereby avoid shadowing within the parking garage and improve user safety. The narrow characteristic of such garage also makes for an easier application of use of the liner building, given the space needs of retail, office and other commercial or residential uses and the typical dimensions of a city block.

6. On page 13, please amend the ¹² ~~fourth~~ ^{third} paragraph to:

In Fig. 7 is shown the manner in which groups of parking garages and ~~liner~~ buildings 200 and 202 and liner buildings described above may be used in considerable numbers to surround specific common space 260 which includes publically significant structures such as a city hall, museums, arenas, stadiums, or other sports complex, cultural centers, and other large public facilities, parks, markets, churches, theatres, educational or healthcare facilities, and libraries or to surround an entire town or entertainment district or the like.